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after "twelve years of investigation and profound study . . . adduces conclusive proofs" to that effect.

Mr. Peyton is wholly beside the point when he says that the movement for waterways is one of "demagogues, muck-rakers and agitators." There is no desire to harm the railroads, but to promote both railroad and water transportation, the latter to supplement the former in the carriage of certain classes of freight. The book is the most violent arraignment of inland waterways thus far written, but is written in such a jocular tone that it will perhaps never exert much influence.

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**Pickett, W. P.** *The Negro Problem.* Pp. x, 580. Price, \$2.50. New York: G. P. Putnam's Sons, 1909.

Moved, doubtless, by his admiration for Lincoln as well as by the desire to profit by his authority, the author uses as a sub-title "Abraham Lincoln's Solution." The frontispiece is an excellent photograph of Lincoln and in the text some little space is given to telling of Lincoln's attitude.

The author, a northern lawyer, has taken pains to read a good part of the literature on the subject. His thought is clear, his style good. The wide range of quotation and historical sketches add much to the interest of the volume. Of first hand knowledge of existing conditions there is no evidence. Mr. Pickett states that the "white man and the negro are at opposite extremities of the scale. In physical, mental and moral traits they are as far apart from each other as the poles." Present inferiority of the blacks is evident. There is an "absolute unassimilability." Race antipathy is an "insuperable barrier to the negro's progress."

This attitude of the whites Mr. Pickett does not discuss. In his judgment it is a permanent feature. Whether the inferiority be physical or social matters not. In America the negro can never become part of us. Industrial, business, political equality involve social. The last cannot be—hence no chance for the others. Thus the superior group limits the progress of the inferior and the reverse is equally true.

What can be done? Present policies ineffective. The progress of the negroes invites trouble—does not ward it off. There is but one way. Gradually ship the negroes to some other land—any warm region outside the United States—where, unhindered by the whites, they may work out their fortune. One hundred million dollars a year for some forty years and all is over. That there are tremendous difficulties the author sees—he may even consider them insuperable—if so, he will agree with the reviewer. Nevertheless, the plan deserves some consideration.

The author's tone is balanced, his attitude very fair. He deprecates, as does every student, certain great and obvious evils in our life as a result

of the negro's presence. His statements are generally accurate, though lack of personal observation leads him into some errors of judgment.

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**Van Rensselaer, Mrs. S.** *History of the City of New York in the Seventeenth Century.* Two vols. Pp. xl, 1173. Price, \$5.00. New York: Macmillan Company, 1909.

Author, publishers and public have cause for felicitation on the completion of these handsome volumes giving us a satisfying history of the first century of the imperial city on Manhattan. The first volume deals with its career under the Dutch. With much but not excessive detail the causes and modes of the settlements are shown; the organization of the superior and local governments and the infinite complications and irritations arising between the home and colonial authorities are lucidly set forth; the clashes of local factions and the collisions with New England and New France are effectually exhibited; and the welter of futilities due to the "dull short-sightedness" of the paternal government under the divers governors is convincingly portrayed. In the second volume we are shown the causes and courses of the reorganization under the English, the autocratic and uneven rule of the royal governors, the predominance of European considerations, the growing popular discontent that culminated in Leisler's stormy career. The narrative closes with the latter's execution. While the author's major theme is the political history of the city, yet much attention is given to developments in industry and trade, to religious matters and to the social customs of the people. The persistence of sundry notable families and their continuous prominence in the life of the city and state and frequent references to present-day families give a personal touch to the narrative.

In passing judgment on the manner in which the author has accomplished her task one might easily fall into the pit of panegyric. Every page of the history demonstrates that her recital is the issue of extensive, minute and critical studies of documentary sources. She subjects tradition and the various contradictory claims of chroniclers to sharp scrutiny. She may entertain strong partisan views, but if so they are kept in check. Upon moot points there is a noteworthy fairness, fulness and frankness in the gathering, sifting and presentation of evidence and judicial caution in expressing conclusions that secure confidence in the efficiency of her investigations and the correctness of her findings. The style is engaging—calm, direct, lucid, forceful, solid, with no fine writing at all. With such masses of data assembled, the crispness and compactness of the exposition, the skilful weaving of numerous bits of extracts into a vigorous, easy-flowing narrative, implies masterful compression in composition. If the volumes to follow fulfil expectations thus created we shall have indeed a *magnum opus*.

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